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COPY 11 of 12

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17 JAN 1972

MEMORANDUM FOR: Director, CIA Reconnaissance Programs

SUBJECT: Program Progress Report

Forwarded herewith are three copies of the IDEALIST
Program Progress Report for the period 1 October 1971 -
31 December 1971.

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WENDELL L. BEVAN, JR.
Brigadier General, USAF
Director of Special Activities

Attachments
As stated

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SAS/O/OSA: [REDACTED] (10 January 1972)

Distribution:

- 1 - D/CRP
- 2 - D/CRP
- 3 - D/CRP
- 4 - DDS&T Reg
- 5 - D/SA
- 6 - SAS/O/OSA
- 7 - D/O/OSA
- 8 - IDEA/O/OSA
- 9 - INTEL/O/OSA
- 10 - D/M/OSA
- 11 - AMS/OSA
- 12 - RB/OSA

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Section I

IDEALIST

DEVELOPMENT SUMMARY AND PROGRESS

(1 OCTOBER 1971 - 31 DECEMBER 1971)

I. AIRFRAME

A. Light Weight HF Radio - Production of the new Light Weight HF Radio, 718U-7, is on schedule. The first unit should be delivered to Detachment G by 2 February 1972. Installation, in all IDEALIST aircraft, will be completed during the Fourth Quarter FY-1972.

B. U-2R Flight Test and Operational Training Summary

1. IDEALIST Program accomplishments in U-2R aircraft, since introduction were 7821.5 hours on 2369 sorties, as of 31 December 1971.

2. Flight test and operational data are depicted below:

	<u>1 OCT-31 DEC FLIGHTS</u>	<u>1 OCT-31 DEC TIME</u>
1 - 051	30	106.5
2 - 053	33	97.1
3 - 054	45	166.4
4 - 055	<u>40</u>	<u>136.5</u>
TOTAL	148	506.5

II. PROPULSION

Sealed Crossover Tubes - The 600 hour hot section inspection of the improved engine combustion chamber sealed crossover tube has been completed, with excellent results. This engineering change will be incorporated in all J-75-P-13 engines being overhauled subsequent to March 1972.

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III. PAYLOAD

A. Q-Bay Preconditioning - A preconditioning cart was operationally field tested on [REDACTED]. The temperature regulator was inoperative due to a broken wire, consequently temperature remained at the high level of optimum setting during operation. All carts have been delivered by Lockheed and actual test data is being collected for a variety of ambient temperature and humidity conditions occurring for test and training flights.

B. "H" Configuration

1. Camera, serial number 002, was transferred to Detachment H on 20 November 1971. This unit has the new gyro package, light weight mount, and RFI modifications incorporated which results in a total weight reduction of 56 pounds. Camera, serial number 003, was returned to Detachment G on 7 December 1971.

2. First delivery of the new apochromatic lens for the "H" sensor is anticipated late February 1972. The new lens along with the new gyro package, light weight mount, and RFI modification will then be incorporated into 003. Flight test of the new lens is anticipated mid-March 1972.

C. "B" Configuration - Delivery and installation of the new apochromatic lens for the "B" camera is anticipated mid-April 1972. Flight test of the new lens will follow.

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5. A contract employee sustained a fractured spinal vertebrae in an auto accident 22 December 1971. It is not of a serious nature.

B. Life Support Activities

1. One-Man Life Raft Modification - A Service Bulletin has been issued to provide instructions and materials to paint the bottom of the one-man life rafts flat black. This action is being taken in response to the published results of a thorough research project on shark attack. It appears now that brightly colored materials unquestionably attract the killer shark. By changing the color on the bottom of the raft to black, some margin of protection against this threat may be afforded a downed crew member.
2. S1010 Flotation Modification - A new flotation cell has been water tested during this reporting period which appears to provide a more efficient floating profile than the existing preserver. A Work Order has been issued to mount one flight-acceptable preserver in a separate outer cover to the S1010 Pilot Protective Assembly and request pilot comments on its new characteristics and comfort. This effort along with previous life-support-system changes will make the SR-71 and U-2R flight gear more similar.
3. Automatically Deployed Survival Kit - The survival kit presently used with the U-2R aircraft has a non-automatic deployment system. Bonzer, Inc., Kansas City, Kansas, manufactures a Fixed Distance Radar (FDR) sensor which is being used on supply drops to deploy the parachutes a fixed distance above the terrain. A survival kit was delivered to

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Bonzer to determine if the device can be adapted to deploy the kit. Engineers were of the opinion that the FDR device could be adapted to the survival kit to meet our requirements. Bonzer is modifying one survival kit for tests and evaluation. Estimate delivery in January 1972.

4. NASA Trip - Houston, Texas - The project Life-Support Officer visited the NASA manned Spacecraft Center, Houston, Texas, to compare and contrast the Apollo and Sky Lab Life Support systems with the IDEALIST system. The NASA approach to Life Support can generally be stated as one pressure suit for one space mission. With this philosophy, service life is of no consequence and suits are fabricated to provide the very best in pressurization, mobility, and comfort with no consideration directed toward repeated use. Mobility is provided by means of molded rubber convolutions and the crew member operates in a 100%-oxygen environment throughout the mission. Although the NASA full pressure suit is ideal for its intended use, the same approach to the IDEALIST program would be unacceptable. This comparison between the NASA effort in crew equipment and the U-2 equipment was felt to be quite productive.

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C. Training



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Section 2

IDEALIST

OPERATIONAL SUMMARY AND STATUS

(1 OCTOBER 1971 - 31 DECEMBER 1971)

I. OPERATIONAL MISSION SUMMARY

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A. Eight IDEALIST/TACKLE operational missions were alerted during this period.

All missions were planned to be flown no closer than 25 nautical miles to the China mainland coast. Following is a summary of missions completed:

1. Mission C301C was flown

This mission was designed to collect photo and SIGINT information along the north China coastal area from the Shantung Peninsula northward to the Port Arthur area. of the programmed COMIREX targets were photographed. In addition, photography of 16 bonus targets was obtained. Photo and SIGINT products were subsequently delivered to the community.

3. Mission C321C was flown

This mission was designed to collect photo and SIGINT information along the central coast of China from a point abeam

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Shanghai to the Quemoy Island area. This mission was specifically targeted against the ChiCom coastal airfields.

[redacted] programmed COMIREX targets were covered as well as 10 bonus targets. [redacted] priority airfields were covered.

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4. Mission C331C was flown [redacted]

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[redacted] This mission was designed to collect photo and SIGINT data in the Taiwan Straits from Hong Kong to Matsu Island. [redacted] targets were photographically covered.

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5. Mission C341C was flown [redacted]

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[redacted] This mission was designed to collect photo and SIGINT information along the north central coast of China from a point south of the Shantung Peninsula to a point abeam Shanghai. [redacted] programmed COMIREX targets were covered due to 55 per cent cloud cover. Four bonus targets were photographed. [redacted]

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6. Mission C351C was flown [redacted]

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[redacted] The purpose of this mission was the collection of photo and SIGINT data along the south China coast from south of Hainan Island, terminating in the vicinity of Quemoy Island in the Straits of Taiwan. [redacted] COMIREX targets were photographed as well as 12 bonus targets. The mission product has been delivered to the Intelligence Community.

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7. Mission C361C was flown [redacted]

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[redacted] This mission was designed to collect photo and SIGINT information from a point south of the Shantung Peninsula to a point southeast of Shanghai. [redacted] programmed COMIREX targets were covered with additional coverage of 19 bonus targets.

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B. U-2 Special Mission Summary

1. SCOPE SAINT V

a. During the period 18 - 28 October 1971, Detachment G conducted a deployment training exercise [REDACTED]

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[REDACTED] The purpose was to exercise the capability to deploy to and operate from a forward location.

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II. GENERAL

A. RED DOT - Three sorties were flown in support of continuing film tests using various camera configurations in the U-2R.

B. New "H" Mounts - Three sorties were flown to qualify new light weight mounts for the "H" camera.

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E. Preconditioner Test - Five sorties were used to gather data and qualify the Q-Bay preconditioner units.

F. Lens Tests - Three sorties were flown to obtain base line data with the "B" and Delta III cameras. The imagery obtained with new apochromatic lenses in these cameras will be compared to this data.

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III. PILOT AND AIRCRAFT STATUS (AS OF 31 DECEMBER 1971)

A. Detachment "G" (Edwards AFB - North Base)

Aircraft

3 U-2R*

Pilots

B. Detachment "H"

Aircraft

Pilots

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